

condition at the time we are going to speak of. But in 1890,, at the International Congress on Internal Navigation, Herr Franzius, of Germany, Voisin Bey, (chief engineer of the Suez Canal), and Mr. Vernon Harcourt, of England, all engineers of the first order, gave minute descriptions of improvements on the rivers mentioned, and others, which had been effected by a system of longitudinal dykes—narrowing the channel and producing the scouring effect which Captain Eads accomplished with his sunken wicker “mattresses” in the Mississippi below New Orleans, years ago—that were astonishing. Cross dykes, where needed, and sluices for high water and storage dams for low water, are details of the general system familiar to engineers.

Herr Franzius said (at the time we allude to) that between Bremen and Bremerhaven the Weser had been greatly deepened and when the work was completed (in four years more) it would be navigable at all seasons at a uniform depth.

The matter is worth looking into, now that we have undertaken to put Fayetteville in the front rank of towns.

REPORT TO THE PEOPLE OF FAYETTEVILLE.

(From Fayetteville Daily Observer, June 27, 1910.)

IMPROVEMENT OF THE UPPER CAPE FEAR.

To the People of Fayetteville:

The Rivers and Harbors bill, containing an item authorizing the Secretary of War to enter into a contract, or contracts, for the completion of the project for canalizing the Upper Cape Fear river so as to secure a minimum depth of eight feet from Wilmington to Fayetteville throughout the year, at a cost of \$615,000* in accordance with the plan recommended by the Board of Engineers of the U. S. Army, was sent to the President on Friday, June 10. The Constitution allows the President ten days, exclusive of Sundays, in which to veto a bill if disapproved by him, and provides that it shall become law if not returned with his disapproval within that time, if congress be still in session. The Rivers and Harbors bill of 1910 has therefore been a law since Wednesday last, June 22. As it was understood that the President intended to sign the bill before

*Increased to \$1,051,000 in 1914, in accordance with Major Stickles' annual report issued August 11, 1913. The act of 1902 called for \$1,350,000.